The Provincial Transit Plan

BRITISH COLUMBIA

The Best Place on Earth

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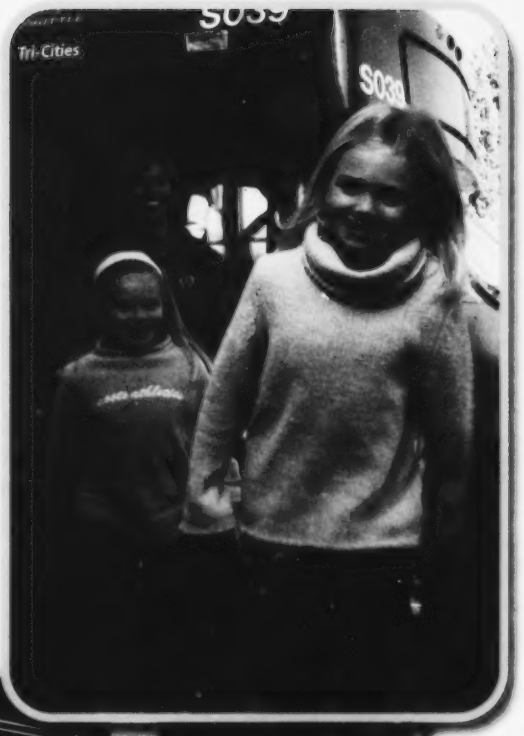
Message from the Premier

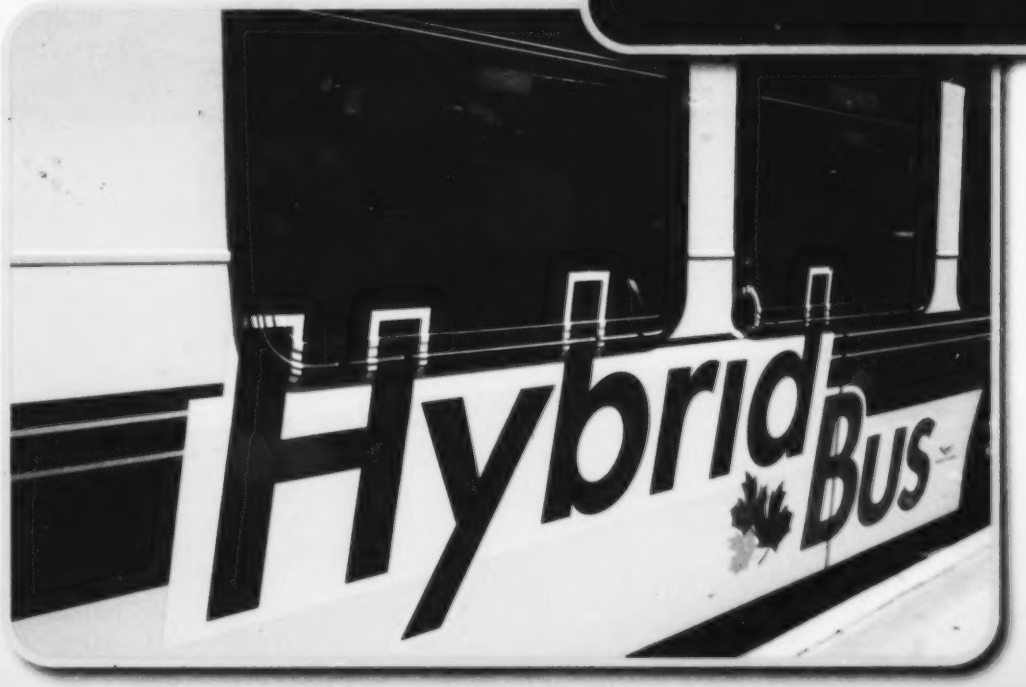
The Provincial Transit Plan is British Columbia's new strategy for expanding fast, reliable, green transit. This plan will double transit ridership in British Columbia by 2020. To achieve this milestone, we will make significant investments in innovative transit solutions. This will reinforce comprehensive community development where public transit is an important asset in establishing new comprehensive neighbourhoods around transit stations and along transit corridors. Expanded transit will bring positive changes to our communities. As urban form shifts, more and more people can choose to live close to where they work. Faster, more reliable, comfortable, and more secure transit will become both an easier and less expensive way to get around. The new *Transit Plan* will lead to lower energy use, decreased greenhouse gas emissions and a lighter environmental footprint. Compact housing and working communities will encourage the use of nearby transit options and help attain these goals.

Our *Transit Plan* is a major element of our climate action efforts, helping achieve our greenhouse gas reduction goals by significantly increasing transit ridership, reducing automobile use, and providing a foundation of transportation infrastructure to support the development of healthier communities in the future.

This is an investment in the environmental, social and economic health of our neighbourhoods, our cities and our province. *The Provincial Transit Plan* calls for long-term thinking and strong support from all levels of government to achieve our objectives. It calls for action now. With this vision clearly in mind, we can establish British Columbia as a global leader in innovative transit, providing all British Columbians with economic, social and environmental advantages for decades to come.

Premier Gordon Campbell

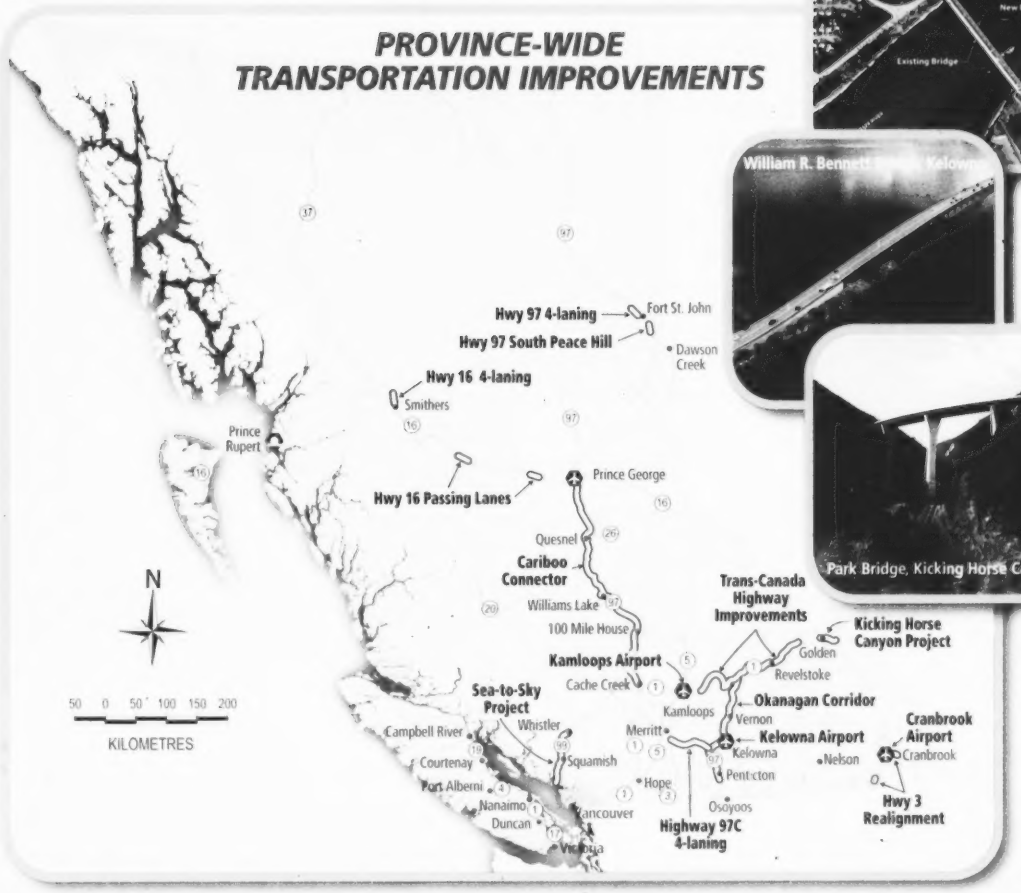




Message from the Minister

British Columbia's transportation network is the lifeblood of our thriving economy. *The Provincial Transit Plan* is a major part of our broader transportation strategy, which strengthens our sea, air and land gateways to world markets, upgrades key corridors connecting regions with these gateways, improves access to resources and enhances urban transportation networks. This transit plan builds on our broader transportation strategy to provide key road improvements on highways and communities throughout rural and northern British Columbia. Our transit plan will position British Columbia as a world leader in terms of transit market share in line with cities like London, Paris, and Melbourne.

The Provincial Transit Plan is designed to strengthen the provincial transportation network, fostering continued robust economic growth and supporting our government's ambitious climate action goals. Getting people out of their cars calls for fast, frequent and reliable transit service that provides real alternatives. For example, transit riders will be able to go from Coquitlam Centre to the Vancouver International Airport in less than one hour—estimated to be 30 minutes faster than personal automobile use during peak period travel. At the same time, we will enhance transit security to keep passengers safe and encourage greater transit use, day or night, across the system.



The Provincial Transit Plan is our vision for an inter-connected transit grid, made up of a range of green travel options from conventional buses to our new *RapidBus BC*, as well as rapid transit, cycling and walking. Working closely with our federal and local government partners, the new Mayors' Council on Regional Transportation and the TransLink Board, we will move swiftly to reach our objectives.

As Minister of Transportation, I am proud to be part of the largest transportation initiative in the history of British Columbia. Like other historic investments in our province, it promises to leave a legacy for generations to come.

Honourable Kevin Falcon, Minister of Transportation

Investing for the Future – a $14 Billion Action Plan

The Government of British Columbia is investing in innovative transit options for the benefit of all British Columbians now and into the future. By 2020, the plan calls for the provincial government and its federal and local government partners to commit $14 billion to significantly expand transit in communities across the province and to double transit ridership.

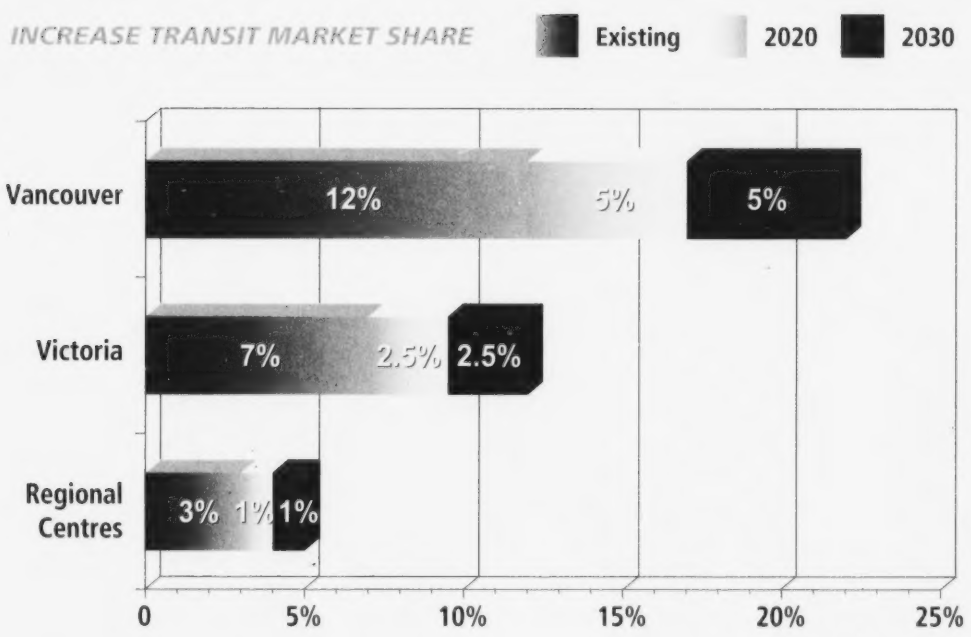
Successful implementation of the ***Provincial Transit Plan*** requires the cooperation and commitment of our partners. Of the $11.1 billion in new funding, the Province is committing up to $4.75 billion and is calling on the federal government for $3.1 billion, TransLink for $2.75 billion and local governments for $500 million along with supportive land use decisions. The plan involves investments by 2020 of:

- $10.3 billion for four new and updated rapid transit lines serving communities across Metro Vancouver—the Canada Line, the Evergreen Line, the UBC Line and the upgraded and expanded Expo Line
- $1.2 billion for new ***RapidBus BC*** lines—energy efficient, high capacity buses on nine major routes in the high growth urban centres of Kelowna, Victoria and Metro Vancouver. This will provide frequent, fast, reliable service with the look and feel of rapid transit and, in some cases, operating on dedicated lane-ways

- $1.6 billion for new, clean technology buses to bolster the provincial fleet and provide communities with more frequent service to meet the needs of transit users

To achieve our goal of doubling ridership and maximize the value of investments, transit must be located close to the places British Columbians live and work. Transit service must be frequent, reliable and provide short travel times to destinations. ***The Provincial Transit Plan*** is designed to:

- Increase transit ridership across the province to over 400 million trips a year
- Attract to transit a market share of 17 per cent in Metro Vancouver by 2020, laying the foundation to attract 22 per cent by 2030
- Reduce greenhouse gas (GHG) emissions and other air contaminants from cars by 4.7 million tonnes cumulatively by 2020
- Support increased population and employment densities near transit hubs and along transit corridors. This change in urban form will, in turn, increase transit use and further decrease GHG emissions



Transit market share is the percentage of travel taken by public transit compared to all other modes of travel, including automobile use.

For Metro Vancouver, the transit market share is about 12 per cent during weekdays. ***The Provincial Transit Plan*** will result in increasing transit market share by five per cent to a total of 17 per cent by 2020. By 2030, transit market share is expected to increase by an additional five per cent as people get out of their cars and onto the expanded transit network.

In the Victoria Regional Transit System, the present transit market share is about seven per cent. ***The Provincial Transit Plan*** is aimed at increasing transit market share by 2.5 per cent by 2020, bringing the total market share to 9.5 per cent. By 2030, market share is expected to grow by an additional 2.5 per cent to 12 per cent in the region.

Other communities around the province have transit market share of about three per cent. ***The Provincial Transit Plan*** will increase market share in these centres by at least one per cent to four per cent by 2020. By 2030, market share is expected to reach five per cent.

- Improve transit fare compliance and rider safety with improved security on and around transit, particularly rapid transit
- Expand transportation services for seniors and those with mobility challenges

CHANGING URBAN FORM

Studies show people tend to live and work close to transit stations and corridors in urban centres. As we expand our transit system, population densities will increase. This creates opportunities to save energy through fewer car trips, shorter travel times, more efficient heating and cooling of living and working spaces, and other energy saving lifestyles. For example, condos and townhomes need less energy to heat than stand alone houses. The result will be lower GHG emissions and more sustainable communities.

Climate Action

Global climate change is among the most pressing challenges facing the world today. Taking action to reduce transportation-related GHG emissions is a key part of the solution. To accelerate transit ridership and significantly lower GHG emissions, ***The Provincial Transit Plan*** provides British Columbians with a range of energy efficient transit choices that encourage denser populations near transit stations and along transit corridors.

The Provincial Transit Plan will reduce GHG emissions from the transportation sector—the majority of which come from car and truck traffic. By increasing transit ridership and urban densities, we can avoid over 4.7 million tonnes of emissions cumulatively by 2020.

The plan will help reach the Province's goal of achieving a 33 per cent reduction in provincial GHG emissions by 2020 from current levels, and will support British Columbia's position as a global leader in energy conservation and environmental sustainability.

FAST FACT

In urban conditions, a lone driver in a compact car may consume four times as much energy as a passenger on a bus filled at 50 per cent capacity.

– Transportation Options: Greenhouse Gas Emissions, Hydro-Quebec, September 2006

FAST FACT

Leaving your car at home will have an immediate and direct impact on greenhouse gas emissions. Each year, a single city bus can take 40 vehicles off the road, save 10,646 litres of fuel, and reduce actual greenhouse gas emissions by 25 tonnes.

– Natural Resources Canada, April 2006

Transit Rider Security

Every day, British Columbians take 850,000 trips aboard transit. Currently, our transit options are fully accessible and ungated, covering large distances to serve as many riders as possible. In some cases, payment is based on an honour system. As a result, transit is difficult to monitor closely, making it susceptible to criminal activity.

The Provincial Transit Plan includes strong measures to keep transit riders safe and encourage greater transit use through the creation of secure zones for paying transit users. By controlling access to transit facilities and monitoring transit use, we can help ensure fares are paid and passengers are protected. Security investments being evaluated include:

- Installing electronic gates and closed-circuit cameras at rapid transit stations
- Launching a smart-card system for rapid transit and buses that users can reload at vending machines or on the Internet
- Taking action against people who do not pay fares with on-the-spot fines and other measures
- Increasing security personnel in and around rapid transit stations
- Improving safety for bus drivers

FAST FACT

British Transport Police reported a 14 per cent fall in crime on the railway in South London in 1998, the year after South West Trains installed gates at Wimbledon and Clapham Junction.

– Rapid Transit Review, International Railway Journal, March 2001

Rapid Transit

Today in Metro Vancouver, rapid transit service is an automated light rail system called SkyTrain. An emissions-free technology, SkyTrain links with a network of buses at stations around the region, and connects with SeaBus to take passengers across the Burrard Inlet to the North Shore. Today, there are almost 50 kilometres of SkyTrain line and 33 SkyTrain stations serving communities from downtown Vancouver to Surrey.

The Provincial Transit Plan calls for three new major investments in transit lines between 2010 and 2020 compared to one in each of the three previous decades. Rapid transit capacity will increase 70 per cent by adding new lines and cars and increasing efficiency. The transit plan includes $10.3 billion for new lines, line extensions, new stations, upgrades to existing stations, new rapid transit cars, and a variety of security measures to keep riders safe.

Investments include:

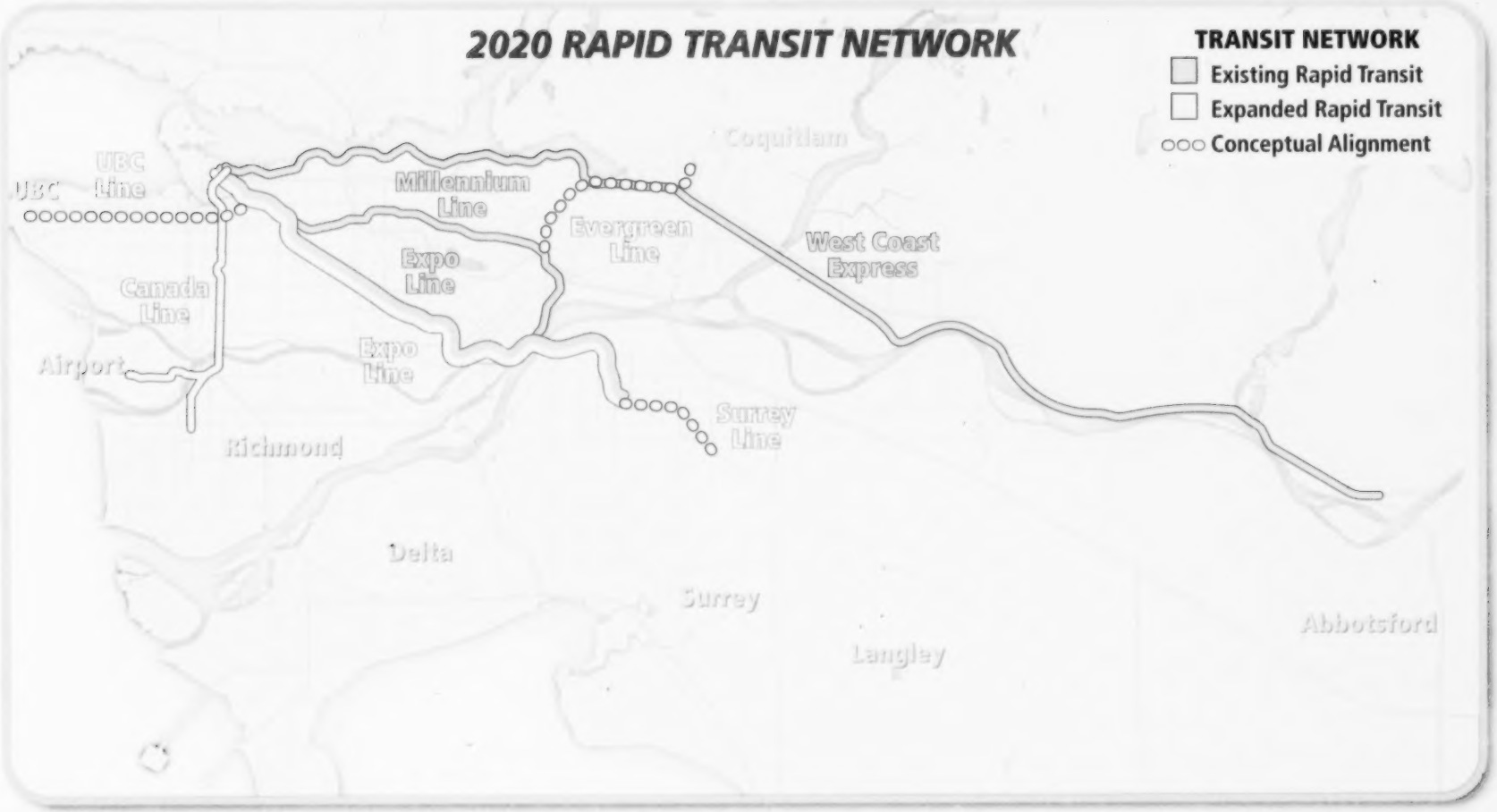
- $2 billion to construct the new, 19 kilometre Canada Line from downtown Vancouver to Vancouver International Airport in Richmond by end of 2009
- $1.4 billion to build the 11 kilometre Evergreen Line by 2014, connecting Coquitlam Centre to the Lougheed Town Centre Station
- $2.8 billion to build a new, 12 kilometre line from Broadway Station to University of British Columbia by 2020

- $3.1 billion to double capacity on the existing Expo Line, including major improvements to stations starting in 2009 and a 6 kilometre extension in Surrey by 2020. Improvements will include lengthening platforms to handle 6 car trains, additional storage track, upgrades to the control system, vehicle storage depots, maintenance facilities and adjacent transit exchanges.
- $1 billion for new rail cars

FAST FACT

Letting an engine idle for just ten minutes a day creates a quarter of a tonne of carbon gas emissions a year, as well as wasting approximately $70 in fuel.

– Climate Action Network Canada, 2007



FAST FACT

The estimated reduction in automobile GHG emissions achieved between now and 2020 from ***The Provincial Transit Plan*** is about equal to parking all the cars and light trucks in Metro Vancouver for one full year.

– Ministry of Transportation, Climate Action Program

FAST FACT

A person taking public transit produces eight times less carbon dioxide than someone driving their car.

– Sierra Club of Canada Fact Sheet

RapidBus BC

New, innovative, point-to-point ***RapidBus BC*** is a key pillar of ***The Provincial Transit Plan***. ***RapidBus BC*** is very different from conventional bus services. Riding ***RapidBus BC*** will be a whole new transit experience, offering high quality, cost-effective, rapid transit-style service for transit users.

The Provincial Transit Plan calls for $1.2 billion to be invested in ***RapidBus BC*** by 2020. ***RapidBus BC*** will be available along nine lines in British Columbia:

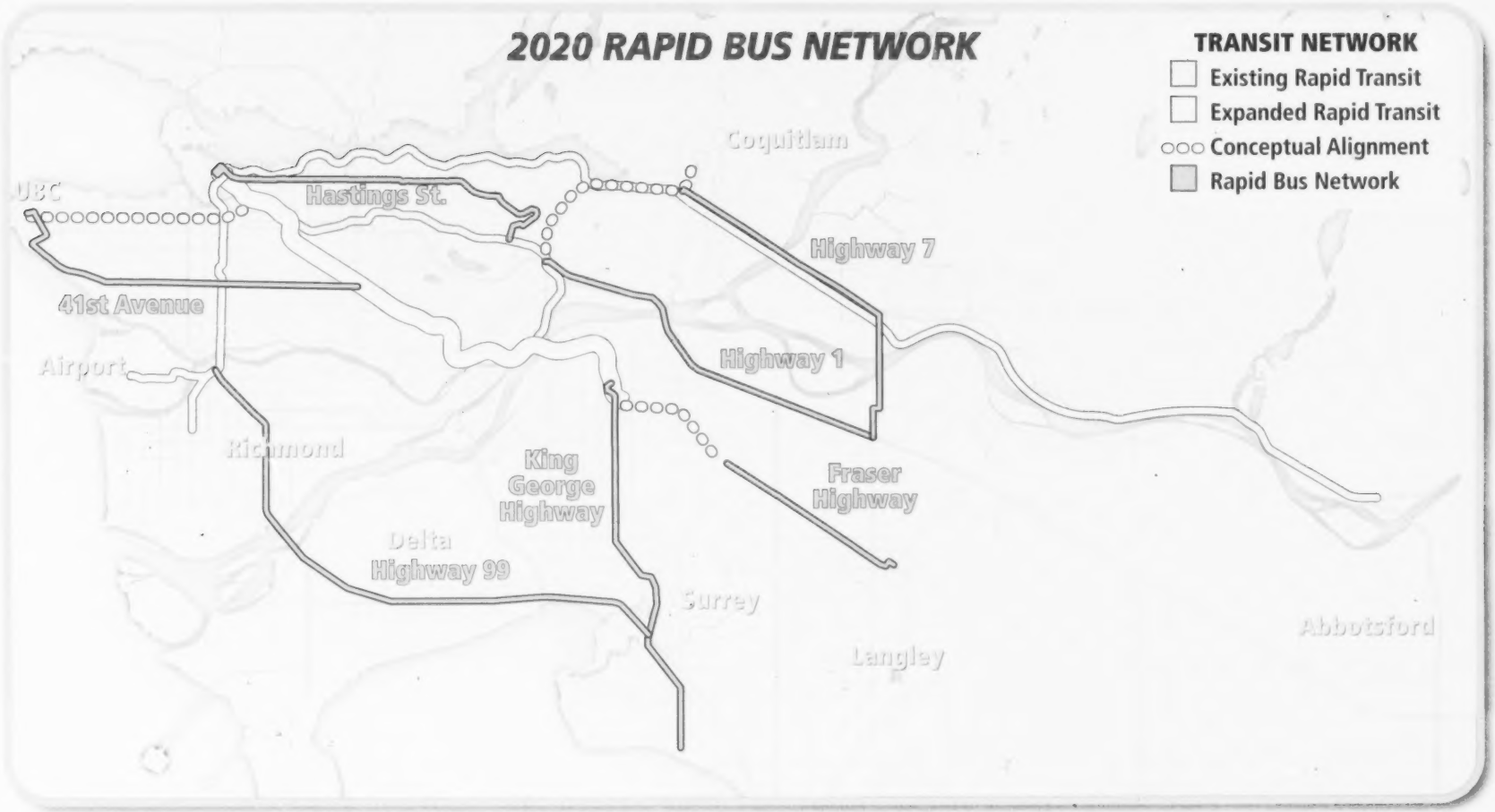
- From Westbank to the University of British Columbia Okanagan in the central Okanagan
- From Douglas Street in downtown Victoria to Langford on the West Shore
- Highway 1, connecting Lougheed Station to exchanges in Surrey and Langley across the Port Mann Bridge
- Hastings Street from downtown Vancouver to Simon Fraser University
- 41st Avenue from the Canada Line to the University of British Columbia
- Highway 99 from White Rock to the Canada Line in Richmond
- King George Highway from Surrey Centre south to White Rock
- Fraser Highway, connecting Langley to the Expo Line in Surrey
- Highway 7 from the Evergreen Line in Coquitlam across the new Golden Ears Bridge

As the core of the transit system in communities like Kelowna, Victoria and Metro Vancouver, ***RapidBus BC*** offers:

- Frequent, reliable service at regularly spaced intervals
- Express service with few or no stops between main stations
- Priority movement in traffic through dedicated lanes, in some cases bypassing congested intersections
- Pre-paid fare collection to minimize boarding delays
- Integrated fare systems, allowing free or discounted transfers between routes and transit modes
- Easy-to-understand route and schedule information

RapidBus BC infrastructure can include:

- Modern, efficient, high capacity vehicles, which are easy to board, quiet, clean and comfortable to ride



- Contemporary, conveniently located bus stations with nearby amenities
- Seamless integration with other transit options and coordination with cycling and walking infrastructure
- Separate lanes on all or some parts of routes
- Use of High Occupancy Vehicle lanes
- Signal priority and queue jumping provisions
- Effective security measures

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RapidBus

Expanding the Fleet – Customized Solutions for Individual Communities

The Provincial Transit Plan will significantly increase the provincial bus fleet to improve service in many communities around the province. By investing $1.6 billion in 1,500 new, clean energy buses and related maintenance infrastructure, and increasing the hours of service, transit riders will have access to more buses, more often. The new buses will be selected to meet the specific needs of communities in cost-effective, energy efficient ways.

Clean technologies include:

- Hydrogen
- Hybrid
- Electric
- Natural Gas
- Low emissions diesel

In addition to conventional buses, the new fleet will be made up of a variety of bus types customized to meet the needs of individual communities and users. Options include:

- **Community shuttles** – smaller, quieter vehicles that minimize impacts on neighbourhoods
- **Custom transit** – specialized vans and minibuses for dial-a-ride, door-to-door handyDART service, and taxi programs to serve mobility challenged transit users and others who cannot access conventional transit

- **Para-transit** – mini-buses, taxis and vans offering flexible routes and schedules
- **Articulated and double-decker buses** – high capacity buses to serve passengers on routes where demand is heavy
- **Conventional buses** – the mainstay of the fleet

Hydrogen Buses

BC Transit is developing a fleet of 20 new fuel cell buses to arrive beginning summer 2008. When these buses are up and running, BC Transit will have the largest hydrogen fuel cell bus fleet worldwide. The development of a hydrogen bus fleet is part of BC's commitment to fuel cell technologies and the Hydrogen Highway. The total cost for the hydrogen bus fleet will be $89 million, with $45 million coming from the federal Public Transit Capital Trust fund and the remaining $44 million being provided by the Province and BC Transit.

Cycling and Walking

As communities become increasingly dense and the transit grid expands, cycling and walking will become more viable transportation choices. British Columbia is making significant investments to ensure cycling and walking facilities are seamlessly interconnected with transit, expanding pathways, providing secure bike lockers at transit exchanges, and allowing bikes to be carried aboard transit. The transit plan will establish up to 1,000 bike lockers at key locations by 2020. In addition, in the months to come, the Province will release a new, comprehensive cycling strategy to complement ***The Provincial Transit Plan***.

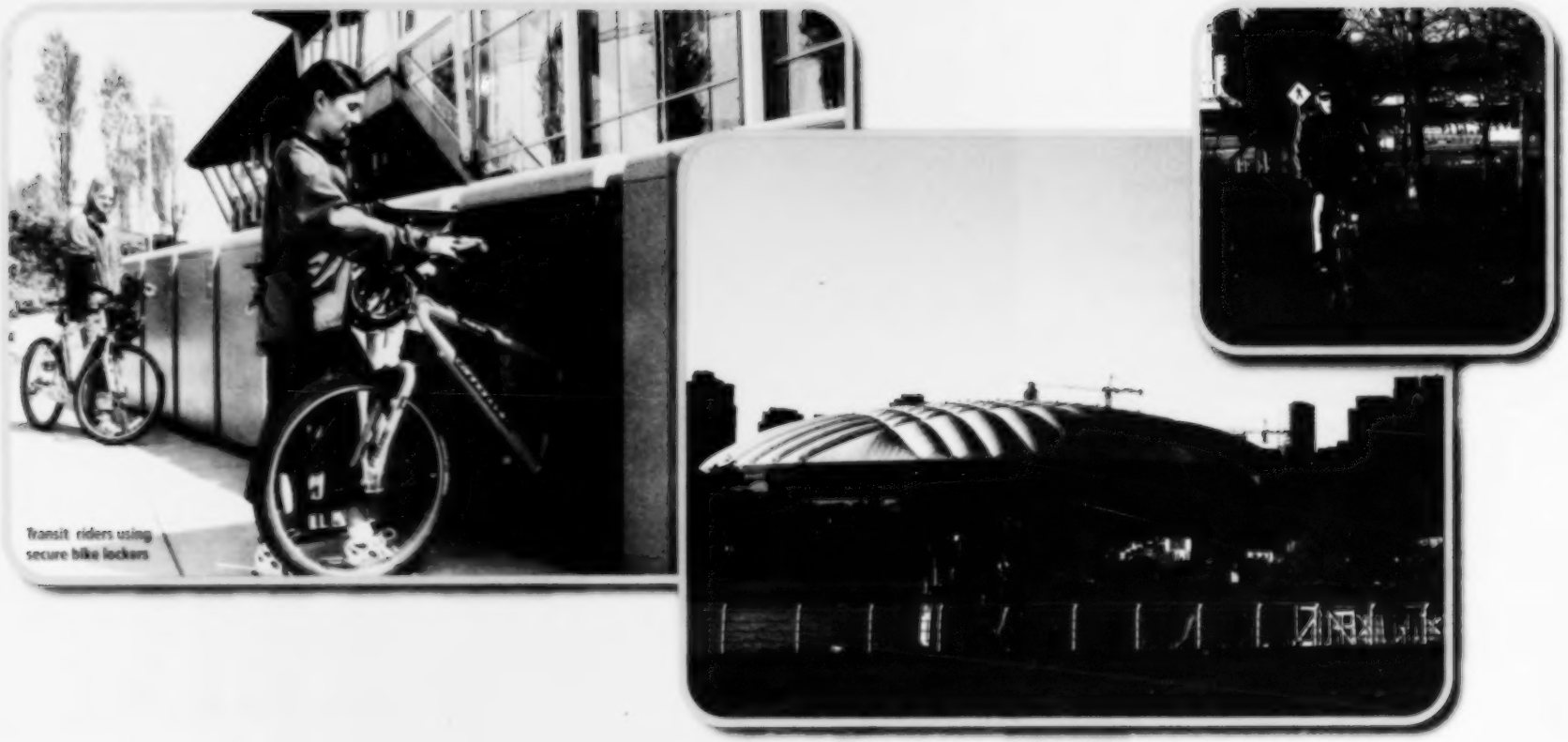
Benefits of encouraging cycling and walking as a viable transportation mode include:

- Reducing car and truck traffic congestion
- Conserving energy and lowering greenhouse gas emissions
- Improving public health and fitness through physical activity
- Making it easier to get around and more affordable for those without access to a car
- Easing demand for parking
- Making our communities more desirable places to live, work and visit

FAST FACT

Walking for 30 to 60 minutes or more each day at a moderate pace can help you to feel good, increase fitness, have more energy, sleep better and improve your health.

– Act Now BC



Transit riders using secure bike lockers

FAST FACT

Adults can increase their health and wellness by adding just 30 minutes of physical activity like walking or cycling — the equivalent of two coffee breaks — to each day. Kids need 60 to 90 minutes.

– Act Now BC

Conclusion

The Provincial Transit Plan is the Government of British Columbia's action plan for providing fast, reliable, green transit for the benefit of all British Columbians. The plan is aimed at doubling transit ridership by 2020, reducing reliance on the automobile and providing a network to support increased urban population densities. As a pillar of the Province's climate action strategy, *The Provincial Transit Plan* will decrease transportation GHG emissions by 4.7 million tonnes cumulatively by 2020, supporting the Province's goal of reducing provincial GHG emissions by 33 per cent over the same period.

The plan calls for $14 billion in transit investments by 2020 to:

- Deliver four new and expanded rapid transit lines—the Canada Line, Evergreen Line, UBC Line and Expo Line— to connect communities across Metro Vancouver
- Launch nine new, cutting edge *RapidBus BC* lines to serve the fast growing urban centres of Kelowna, Victoria and Metro Vancouver
- Add 1,500 new, energy efficient buses in British Columbia to provide many communities across the province with more frequent, dependable transit service

Together, the investments will deliver an outstanding, green transit system for British Columbians and help establish British Columbia's position as a global leader in taking vital climate action.

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Ministry of Transportation

For more information on

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